

LOS ANGELES DAILY TIMES.
(COUNTY OFFICIAL PAPER.)By YARNELL, CASTLE, MATHEWS & OTIS.
Office No. 9 Temple Street.

NOTICE.

The Los Angeles Daily Times will be sold on all the trains of the Southern and Central Pacific Railroads; also on the Atlantic, Pacific & Santa Fe and Texas & Pacific roads.

The Times can also be found at the news-stands of the Palace and Occidental Hotels and Ross House, San Francisco.

The Times office is connected with the telephone system of this city, and those desiring to advertise in or subscribe for this paper can do so by this means.

\$10 REWARD.

The proprietors of the Times will pay a reward of \$10 for information that will lead to the arrest and conviction of any person stealing the Times from the doors of its subscribers.

The most widely-circulated Daily Paper in Southern California is the Los Angeles Times.

SOME WEATHER FOR COMPARISON.

Dr. Walter Lindley has permitted us to copy an extract from a letter from his brother in the East, which citizens and sojourners in our sunny land may use for purposes of comparison between some of the discomforts of California climate and the climate in the old eastern home. To many it will bring back memories of the past. The writer of the letter is Albert Lindley, formerly a student at the University in West Los Angeles, is now in the Yellow Stone Valley with Col. Couzer, the United States Commissioner of the National Park.

Before going there he visited two brothers in Iowa: one in Waterloo, Blackhawk County, the other in New Hampton, Chickasaw County. These two towns are thirty miles apart. At a recent letter to his brother in Los Angeles, gives the following description of a sleigh ride he took in going from New Hampton to Waterloo.

At 8 A. M., February 15th, the thermometer recorded 20 degrees below zero. That night we had a regular thunderstorm, the vivid flash of lightning, the roar and crash of the thunder, while the rain poured down on about two feet of snow, was something of a curiosity to an angel from Los Angeles.

We started from brother Arthur's at 8 o'clock the next morning. The thermometer then registered 45 degrees Fahrenheit above zero. We drove two large horses to a light cutter, and they were sweating, and the vapor covered them in a thick cloud as it rose from their wet hair by the time we had gone two miles. The fog or drizzle was the next thing we struck, and this came down thick and fast by the time we reached William's house. We had gone five miles from Arthur's. We went two miles more and it commenced to rain and the wind began to blow. The rain soon turned to hail and the wind then blew from the northwest, which made the hail come in earnest.

A little further on, and it became very cold and the hail grew harder than I ever saw it blow in California. This change was very sudden and uncomfortable for the ice was making a crust over the snow and water which made it very rough traveling for the horses.

We arrived in Waterloo at 7:30 P. M. Our horses were covered with ice an inch thick from their hoofs to their flanks. Their legs were bleeding where the ice had cut them, their tails were frozen solid and made a mournful sound as they clashed against the ice on the horses' legs and kept time to their slow jog. My nose and cheeks and one ear were badly frozen, and the young man who was with me had his chin frozen.

Just as soon as we got over our fright at the storm predicted by Wiggins, abuse and ridicule of the prophet will be in order. But it should be borne in mind that Wiggins' predictions were based upon scientific principles, and if science is wrong Wiggins is not to blame for that. He no doubt figured it out all right, and has promised after the storm to give the world the facts and figures by which he arrived at his conclusions. The great scientist, Mark Twain, once demonstrated beyond doubt that Memphis and New Orleans would, in a certain number of years, be brought together. He arrived at the conclusion, and gave the exact time at which it would occur, by figuring from the fact that by the river cutting through where it had formerly flowed around long curves its length between the two cities was shortened a certain number of miles each year, and it only required a little figuring to tell just when the two cities would be brought together by this gradual shortening. Science is a great thing, but it does not always pan out.

SOME California papers seem inclined to criticize the fact that the telegraph dispatches from the East have contained more news relative to the death and funeral ceremonies of Eliott, the prize fighter, than in regard to the death of George Stephens, the statesman. Well, it is not only ridiculous, but aggravating, to a publisher who pays for telegraphic dispatches to have a little news of importance, day by day, so mixed with chaff and balderdash as to make the dispatches hardly worth the reading for the amount of news of importance they actually contain. Certainly California does not need to pay for telegraphing the details of a bar-room fight across the continent. But what else is to be at home; but that class of stuff is probably most easy of access to the news gatherer, and hence they telegraph that to the exclusion of matters of more importance.

Prof. Gunn, principal of the public schools of Los Angeles, responds this morning to our remarks of Thursday. The information he gives will not do but be acceptable to the public, and it will be well if a greater interest is created among parents as to what their children are learning at school. It is an important subject, and one not often enough discussed nor well enough understood. The Professor is silent on our system (or want of system) of spelling. That is an outrage being perpetrated upon the children for which we have never yet heard any sufficient excuse, and if the State prepare a series of text books, the first step ought to be taken then to remedy it. There is not one man in the present crop of the present crop who are not able to suffer materially for some time, but there is almost a certainty of rain before the expiration of the present month.

FRESH LITERATURE.

A Treatise on Proceedings in Rem. The legal profession should rejoice to find a work that will systematize the "proceedings in rem," which obtains to-day, disordered and confused, for lack of an analysis and logical arrangement of the principles involved and a careful citation of authorities. An able American jurist, Rufus Waples, has given us a text book of law, simple, easily understood, and yet new, and of vast importance. Things which may be the subject of "Proceedings in Rem" are classified as "things guilty," "things hostile," and "things indebted," and after a chapter on "Things in General," the author takes up each separate theme, analyzing it so clearly and presenting legal testimony of such high character that one wonders why there has never before been any system in this department of law.

If Southern California grows in importance as a commercial and shipping country, that branch of law treated of in Book IV, of this volume will become one of the most important, viz.: "Actions Against Things Indebted." Under this head, the subjects handled are such as repairs and supplies to vessels, steamboats, etc.; bottomry and respondentia; wages of seamen and rivermen; pilotage and wharfage, towage, etc.; salvage; collision; other marine torts; freightment; debt under the revenue and navigation laws; State liens enforced in admiralty, etc., etc.

The author discusses all these topics in a masterly manner, removing all uncertainty as to what proceeding is proper in each case, citing at the same time the best authorities and quoting latest decisions.

When the waters about Wilmington or San Diego, or it may be Santa Monica, are filled with ships from every land; when hoisters and pile-drivers and tugs and pilot boats make the low peaceful waters to fairly hum with maritime activity; when all sorts of men and all kinds of manners are seen daily on our streets; and who shall say this is far distant?—then the representatives of the law will be called upon to settle mooted questions by appeal to the Courts. Ships, freights and cargoes may be held primarily responsible for debt without any reference whatever to the owner of such property. A lien on such property is enforceable by the action in rem, with general notice by publication. Maritime law makes no distinction between home and foreign ports, with reference to the claims of seamen, suppliers of material, repairs of ships, providers of material, furnishers of supplies, and other persons rendering necessary service to the ship. The ship itself is amenable to the jurisdiction of the Court by action in rem. The time is not far distant when there will be much litigation, or at least much legal advice required in the department of maritime law, and it is gratifying to know that in Mr. Waples' "Proceedings in Rem" we have a work which removes all the irregularities in that irregular branch of law. Callaghan & Co., publishers, Chicago.

Jean Ingelow's Poems. It is generally granted that the poems of Jean Ingelow have been more widely read, and have exercised a deeper and more lasting influence upon the thought of the last of this century than the works of any other English poetess save Elizabeth Barrett Browning. Twenty years ago the literary public saw the first issue of Miss Ingelow's verses. Eleven years thereafter their sale had reached the number of 98,000 copies, and each poetess still soars "in the high region of her fancy, with her garlands and singing robes about her." The approach of the Deluge gives us a rare picture of wisdom and deep devotion, as well as a unique view of the thoughts and emotions of Satan, giants and men scorned to believe yet looking for the coming day of wrath. In her shorter poems, especially "Divided," "The Songs of Seven," "The Letter L" and "High Tide on the Coast of Lincolnshire," we have glimpses of what her great genius is able to do. In easy measures, and with charming grace and simplicity she gives us woodland, pastoral, and seaside scenes, that hold us while we read whether we will or no. She has the genuine gift of song. Both Mrs. Browning and Jean Ingelow exhibit in a like degree intense sympathy for suffering humanity in their lives and works, and though Miss Ingelow lacks in those things which constitute the chief characteristics of Mrs. Browning—depth of tender feeling and lively intuition—yet she excels the sister of Shakespeare in her flights of fancy and dreams of imagination.

This bright volume, in its pretty dress of blue and gold, richly tinted red-lined paper and beautiful text, will be gladly welcomed by those who admire and love this sweet singer. John W. Lovell, publisher, New York.

Railroad Time Table.

The following table will give the departure and arrival of all trains and from this city by the Southern Pacific Railroad.	
LEAVE	ARRIVE
Anaheim.....	4:50 P. M.
Bakersfield.....	5:25 P. M.
Berkeley.....	5:25 P. M.
Colton.....	5:25 P. M.
Corning.....	5:25 P. M.
Del Mar.....	5:25 P. M.
Escondido.....	5:25 P. M.
Imperial.....	5:25 P. M.
Los Angeles.....	5:25 P. M.
Mariposa.....	5:25 P. M.
Merced.....	5:25 P. M.
Modesto.....	5:25 P. M.
Monterey.....	5:25 P. M.
San Jose.....	5:25 P. M.
San Luis Obispo.....	5:25 P. M.
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